

**AMENDMENTS TO THE CLAIMS**

*This listing of claims will replace all prior versions and listings of claims in this application.*

**LISTING OF CLAIMS:**

1. (Currently Amended) A vehicular glazing panel comprising:  
a pane of glass ~~having opposite surfaces,~~  
a first electrically conductive component which exists on a one of the  
~~surfaces~~ surface of the pane of glass ~~which does not face another pane of glass of~~  
~~the glazing panel,~~ and  
a second electrically conductive component ~~which is joined to the first~~  
~~component by a lead-free solder,~~ the second electrically conductive component  
comprising two spaced apart connector feet which are each joined to the first  
electrically conductive component by a lead-free solder, the second electrically  
conductive component also comprising a connector bridge connected to both of the  
connector feet, the connector bridge being spaced from the first electrically  
conductive component so that an area of the first electrically conductive component  
between the spaced apart connection points is exposed,  
wherein the lead-free solder includes tin in an amount that is less than  
50% by weight and a mechanical stress modifier, which inhibits the occurrence of a  
stress fault in the pane of glass in the region of the solder, in the form of bismuth  
metal or antimony metal.

2-3. (Canceled)

4. (Previously Presented) A glazing panel as claimed in claim 1 wherein a fall in the stress ( $\sigma$ ) generated in the pane of glass, after an initial rise, is described as a function of time (t) by:

$$\sigma = A t^n$$

wherein n is a measure of the creep rate of the lead-free solder and has a value less than -0.130.

5. (Previously Presented) A glazing panel as claimed in claim 1 wherein the one surface of the pane of glass is provided around its periphery with a fired-ink band, on top of which the first electrically conductive component at least partially exists.

6. (Currently Amended) A glazing panel as claimed in claim 5 wherein the glazing panel includes only one pane of glass, and the pane of glass is toughened and the stress fault therein manifests itself as blisters in the fired-ink band and in the corresponding regions of glass.

7. (Original) A glazing panel as claimed in claim 5 wherein the pane of glass is one ply of a laminate and the stress fault in the pane of glass manifests itself as one or more cracks therein.

8. (Previously Presented) A glazing panel as claimed in claim 1 wherein the stress fault in the glazing panel manifests itself as a structural defect in the interface between the solder and the first electrically conductive component.

9. (Previously Presented) A glazing panel as claimed in claim 1 wherein the first and second electrically conductive components comprise a busbar and an electrical connector respectively.

10. (Previously Presented) A glazing panel as claimed in claim 1 wherein the first and second electrically conductive components comprise an antenna element and an antenna connector respectively.

11. (Withdrawn) A method for joining together two or more electrically conductive components that are comprised in a vehicular glazing panel, which includes a pane of glass, the method comprising soldering the two or more electrically conductive components utilizing a lead-free solder that includes tin in an amount that is less than 50% by weight and a mechanical stress modifier, which inhibits the occurrence of a stress fault in the pane of glass in the region of the solder, in the form of bismuth metal and/or antimony metal.

12-19. (Canceled)

20. (Previously Presented) A glazing panel as claimed in claim 1 wherein the lead-free solder includes bismuth metal in an amount of 58% by weight as the mechanical stress modifier.

21. (Canceled)

22. (Previously Presented) A glazing panel as claimed in claim 1 wherein the first electrically conductive component is a printed layer of fired ink provided on the one surface of the pane of glass.

23. (New) The vehicular glazing panel as claimed in claim 1, wherein the second electrically conductive component is a T-piece connector including a connector arm which intersects the bridge portion and extends away from the bridge portion.

24. (New) A vehicular glazing panel comprising:

- a pane of glass;
- a busbar on a surface of the pane of glass;
- a second electrically conductive component, the second electrically conductive component comprising two connector feet which are each joined to the busbar by a lead-free solder, the two connector feet being spaced apart from one another so that a portion of the busbar between the two connector feet is exposed, the second electrically conductive component also comprising a connector arm for attachment of an electrical lead, the attachment arm being spaced from the surface of the pane of glass, the second electrically conductive component further comprising a connector bridge at which the connector arm merges with the connector feet, the connector bridge including two legs which extend away from the connector feet at an incline so that the two legs are oriented at an angle other than 90 degrees with respect to the pane of glass; and

the lead-free solder including tin in an amount less than 50% by weight and a mechanical stress modifier, which inhibits the occurrence of a stress fault in

the pane of glass in the region of the solder, in the form of bismuth metal or antimony metal.

25. (New) The vehicular glazing panel as claimed in claim 24, wherein the busbar is a printed layer of fired silver-containing ink.